City of Seattle

Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND SUBSTANTIVE CONDITIONING OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

DPD Project Number: 3013408

Applicant Name: Paul Grundhoffer of Weaver Architects for Seattle Public Utilities

Address of Proposal: 9200 8th Ave SW

SUMMARY OF PROPOSED ACTION

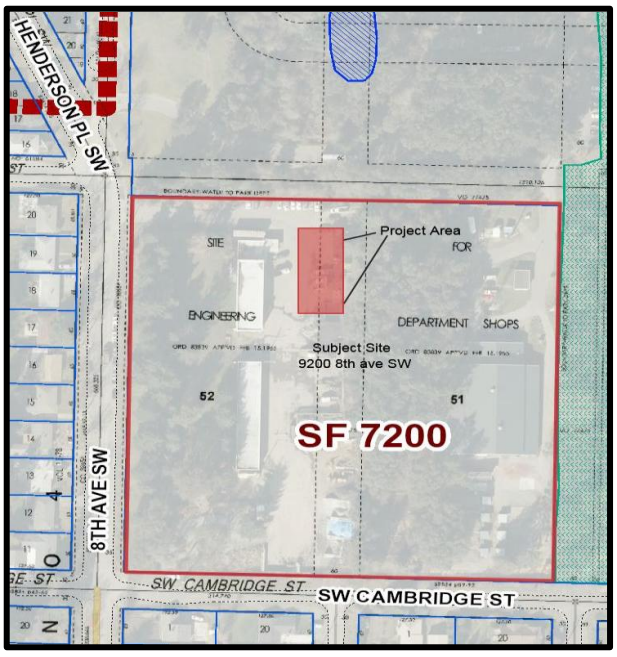
Land Use Application to allow an approximately 35 foot high, 5,894 square foot structure with concrete block support walls and a fabric canopy to cover the waste stockpile from the City's storm water drainage system. Project includes 605 cubic yards of grading. Determination of Non-Significance prepared by Seattle Public Utilities (SPU)[1].

The following approval is required:

SEPA – Chapter 25.05 Seattle Municipal Code (substantive conditioning)[1]

BACKGROUND, SITE AND PROPOSAL

The subject site is located in an existing City of Seattle Public Facility which contains uses and functions of the Seattle Police Department (Mounted Police), Seattle Department of Transportation and Seattle City Light. The site is located at the northwest corner of the intersection of SW Cambridge St and 8th Ave SW and is zoned Single Family 7200.



SPU proposes a covered structure to facilitate drying and separation of stormwater matter collected from the City's stormwater drainage system vaults and catch-basins. The matter is vacuumed via vactor trucks from the stormwater

[1] DNS published by SPU in March of 2012.

system in order to comply with federal, state and City regulations to provide better functioning stormwater systems. The proposal site has been used to store/separate these materials for some time and the introduction of the cover structure and re-paved storage area would allow protection of the vacuumed matter from precipitation, facilitate drying and allow more efficient separation of solids from liquids.

Vactor trucks deliver their loads of liquid saturated solids to the subject site and transfer their contents into a single pit. The solids settle to the bottom of the pit and the liquid portion removed from the top. Decant water is collected, treated in an on-site effluent treatment vault (a three-chambered container that further separates liquids from solids) and then discharged to a King County sewer under authority of an Industrial Wastewater Discharge Approval from the King County Industrial Waste Program. When the vactor decant pit reaches capacity, the solids are removed and placed in an uncovered storage area (50 by 60 feet) for further drying prior to removal and truck delivery to a rail yard, where the vactor waste is transferred to rail cars for transport to final disposal at a licensed landfill.

Because landfill disposal rates are based on weight, drier solids cost substantially less to landfill than wet solids. Currently, the West Seattle Vactor Decant Facility has no covered space for the stockpiled solids. The stockpiled solids are exposed to rain/snow that re-saturates the solids, which increases disposal costs. In addition, operating a vactor waste decant facility without a cover over the spoils drying area is inconsistent with the City of Seattle's National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit requirements and Seattle Municipal Code (SMC) Chapters 22.800 – 22.808 and its associated Director's Rules, as well as the Mayor's 'Restore Our Waters' Initiative.

The proposed project includes the following components:

- Demolish existing asphalt and concrete surfaces (approximately 106 feet long by 65 feet wide) and excavate and grade site.
- Trench to install required electrical and water utilities.
- Construct a buried, dedicated 100 foot long by 30 inch diameter pipe-detention system (connected to the existing stormwater collection system) to detain stormwater runoff from the facility to meet the City of Seattle Stormwater Code stormwater control requirements.
- Repave the area (106 feet long by 65 feet wide) with asphalt.
- Assemble three, 7 foot high, engineered-block retaining walls (approximately 200, 2.5 foot wide by 2.5 foot high by 5 foot long ecology blocks) to establish the base of the 102 foot 6 inch long by 57 foot 6 inch wide by 35 feet high structure consisting of a concrete block wall with a fabric canopy.
- Install engineered canopy frame and tensioned-fabric cover.
- Retain the existing decant pit and effluent treatment vault in their current locations.

Public Comment

The public comment period for this proposal ended on June 7th 2012, DPD received no comment.

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and Seattle's SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

Disclosure of the potential impacts from this project is made in the environmental checklist submitted by the applicant dated March 1st, 2012. DPD has analyzed the environmental checklist, reviewed the project plans and the supporting information in the file and referenced by SPU. As indicated in the information, this action may result in some impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant. A discussion of these impacts, short and long term, is warranted.

Short - Term Impacts

Construction Impacts

Construction activities (grading/dredging) for the project could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles.

Several constructions related impacts are mitigated by existing City codes and ordinances applicable to the project, such as: Noise Ordinance; Street Use Ordinance; Grading and Drainage Code; Environmentally Critical Areas Ordinance, Land Use Code and Building Code. Following is an analysis of the applicable City Regulations.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit (if required) through the Seattle Department of Transportation.

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant. As a result no conditioning is necessary related to these specific activities.

An impact not always addressed in other City Codes is related to particulate dust caused by grading activities. Considering the 605 cu. yds. of grading (400 cut; 200 fill) for the project in concert with the fact that trucks will be maneuvering near or on the site, SEPA conditioning is warranted to mitigate the impact of dust/grade particulates in the air and onto the street system (SMC 25.05.675-B.2). Repeated wetting of the soils during grading activities and of uncovered trucks to keep dirt and dust an impact to a minimum is required (condition #1).

Construction is expected to temporarily add some particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (SMC 25.05.675-A.2).

Construction Noise

Noise associated with the heavy construction processes and overall length (approximately 26 days) of the proposed construction process could adversely affect surrounding single family properties in the area. Due to the proximity of the project site to the residential uses, DPD finds the limitations of the Noise Ordinance to be inadequate to mitigate the potential noise impacts to surrounding residential uses. Pursuant to the SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675-B.2), conditioning is warranted to limit construction days and hours (condition #2).

The hours of all major construction work should be limited to between 7:00 AM – 7:00 PM on non-City holiday (pursuant to SMC 25.08.155) weekdays and between 9:00 AM – 6:00 PM on Saturdays. Emergency or necessary work may be allowed if prior approval is secured from the undersigned Land Use Planner or DPD's noise abatement team.

Emergency or necessary work hours are limited to emergency construction necessitated by safety concerns, project complication or work which would substantially shorten the overall construction timeframe. Such limited alternate work hours will be considered only when the contractor provides **three (3) days** prior notice to allow DPD to evaluate the request. Work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting, work by hand, site recon) would be permitted as allowed under the Noise Ordinance.

Construction Vehicles

Existing City code (SMC 11.62) requires truck activities to use arterial streets within the City to every extent possible. Prior to construction approval SDOT will review and approve a specific traffic control plan for the proposed project, therefore, no conditioning is necessary from DPD.

City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks, which minimizes the amount of spilled material and dust from the truck bed en route to or from a site.

Traffic and Construction Worker Parking

Most staging and worker parking should be accommodated on site, although there isn't a street parking shortage around the site. No conditioning is necessary. Worker parking is anticipated to be able to be accommodated on site or easily within the street system.

Long - Term Impacts

The following long-term or use-related impacts, slight increase in demand on public services and utilities; and increased energy consumption are not considered adverse; furthermore, other City Departments will review in detail the service requirements needed to meet the project impacts/demand.

Long Term Traffic

Vactor truck traffic is expected to be in the range of 300 – 600 trips per year depending on the number of drainage structures that need cleaning in a particular year. This range does not reach levels that will produce significant impacts requiring mitigation.

Air Quality, Water Quality and Environmental Health

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in small increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively small contribution of greenhouse gas emissions from this project due to its function and nature. SPU analyzed the project for greenhouse gases; the Green House Gas worksheet is located at the end of the SEPA Checklist.

The vactor matter consists of a saturated mixture of debris, soil, and litter. In addition, oils, greases, lubricants, and gasoline and diesel fuels drip on roadways and are washed into street drains. These hydrocarbons sorb onto soils and other solids and accumulate, as a result the need to clean the stormwater system regularly. The storage area for the raw vactor material will be in a newly re-paved area with surrounding concrete block walls and appropriate slope to ensure all material stays in the decant pit area. The pit area will be tied and discharged to an effluent treatment vault which then drains all the liquids back into the stormwater system for proper treatment at the West Point Treatment Plant (King County). As a result no additional mitigation or SEPA conditioning is necessary.

Summary

Meeting the conditions stated below and analyzed above, the project will be consistent with applicable SEPA policies.

CONDITIONS – SEPA

During Construction

The following conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions shall be affixed to placards prepared by DPD. The placards will be issued along with the building/grading permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

1. During grading activities, watering of the site and uncovered materials in trucks shall be required to reduce construction dust/particulates.

2. The hours of all major construction work should be limited to between 7:00 AM – 6:00 PM on non-City holiday (pursuant to SMC 25.08.155) weekdays and between 9:00 AM – 6:00 PM Saturdays. Emergency or necessary work may be allowed if prior approval is secured from the undersigned Land Use Planner or DPD's noise abatement team.

Alternate work hours if allowed will be limited to emergency construction necessitated by safety concerns, project complication, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited alternate work hours will be considered only when the contractor provides three (3) days prior notice to allow DPD to evaluate the request to the undersigned Planner or Noise Abatement Team (Land Use Planner (Lucas DeHerrera 206.615.0724) or the Noise Abatement Team (David George 206.684.7843 or Jeff Stalter 206.615.1760). DPD will require the website to be updated and an email be sent to the project's email list to inform surrounding residents of the construction work and may require further mitigation depending on public comments through the construction process.

	= Major Construction Work Not Permitted

	SEPA Approved Work Hours						
	Sun	**Mon**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00 pm							
6:00							
7:00							
8:00							

Signature: (signature on file) Date: August 20, 2012
Lucas DeHerrera, Senior Land Use Planner
Department of Planning and Development

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